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NEWS OF THE WEEK

In his annual report Postmaster General Cortelyou makes some interesting suggestions as to the plan of cutting down the postal deficiency. In this report Mr. Cortelyou devotes considerable attention to the question whether "a substantial saving in the cost of railway mail transportation could be accomplished by forwarding bulky periodicals and mail merchandise by fast freight instead of what is known as fast mail, and by providing that such matter as would ordinarily go by fast freight under this plan should pay extra postage whenever transmitted by fast mail."

Is it not a bit strange that Mr. Cortelyou in his recommendations did not touch upon the expenditures made to railroad companies for mail transportation? According to Mr. Castle, former auditor of the postoffice department, the government paid during the year 1904 the sum of \$46,-000,000 for the transportation of the mails. Mr. Castle says that at least five million dollars of this sum represented graft. He declares that under the item of "the rent of mail cars" more is paid annually for the bare use of the cars than the cars cost in the first place. It would seem that in his dignified annual report Mr. Cortelyou might have given some attention to the absorption of postal revenues by the railroads. In that report he makes many recommendations. He even goes so far out of his way as to indorse the ship subsidy scheme which he calls "a means of nationalizing the country's foreign mail service."

Although the attention of the authorities was long ago called to the extortion practiced upon the government by the railroads in the carrying of the mails, no one in authority has so far made any serious effort to protect the public interests in this respect. This subject is of such great importance that President Roosevelt might well be pardoned for sending to congress a special message relating to it.

THE COMMONER AT WASHINGTON

This week The Commoner begins the publication of a weekly letter from the national capital. Mr. Alfred J. Stofer, The Commoner's correspondent, is a newspaper man of wide experience and high character. He may be depended upon to keep The Commoner's readers in touch with the movements of the nation's lawmakers. That he will discharge this task in an interesting way will not be doubted by any who carefully read the first of these letters printed in this week's issue.

